

A RECORD OF OLD BOATS

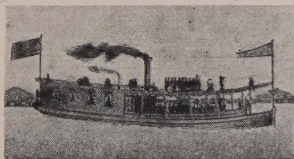
A RECORD OF OLD BOATS

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*Being an Account of Steam Navigation
on Lake Minnetonka between 1860 and
the Present Time*

BY

RANDOLPH EDGAR



Steamboat "Mercury" 1881

1926

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Minneapolis

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"Now a number of the boats slide backward into the stream, leaving wide gaps in the serried rank of steamers."



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ST. ALBANS BAY hides behind the shoulder of Excelsior, Lake Minnetonka. In the autumn of 1892 the steamboat *Belle of Minnetonka* frightened colonies of heron by passing through the drawbridge into the bay, and after feeling its way through the reedy shallows it came to a stop near the northern shore. The *Belle of Minnetonka's* active days had ended and for six years the bay reflected the boat's rust-hued chimneys, the collapsing decks and the waterlogged hull embedded in the mud. A wrecking crew finally put the work of decay and neglect to an end by dismantling the boat and sending the machinery to meet a demand for boilers and engines on the Lower Yukon Delta. Almost simultaneously the Lake Minnetonka Navigation Company, owners of the *Belle of Minnetonka* and other large steamboats, went into liquidation and a definite milestone was thereupon passed in a not uninteresting phase of inland navigation begun in 1860.

In that year the first steamboat on Lake Minnetonka was built by a ship carpenter named Shaw for the Rev. Charles Galpin of Excelsior. The *Governor Ramsey*, as the boat was called, was a flat-bottomed sidewheeler, fifty feet in length and driven by an unreversible engine. According to a veteran pilot now residing in California, Mr. George Day, the boat carried mail from Excelsior across Lake Minnetonka and down Minnehaha Creek, then a navigable stream, to Minnetonka Mills. Thence the mail was taken to Minneapolis by stagecoach. During the Sioux outbreak of 1862 the *Governor Ramsey* was held in readiness for the transport of refugees to Morse Island, should the necessity arise. The necessity did not arise but the trip was attempted nevertheless; albeit the Sioux in their fury got no nearer than thirty-five miles. Somewhere between Excelsior and Morse Island engine trouble developed and an added Tarasconic touch was given to the expedition by the vessel floating ashore.

By 1867 the boat's name had been changed to *Lady of the Lake* when in August of that year it met the first train to Lake Minnetonka, it being operated by the St. Paul & Pacific Railway, at Wayzata. Later the boat was leased by O. S. Gates of Excelsior who, lengthening the hull by eight feet and removing the pilot house, named the renovation *Minnetonka*. Dismantled of its superstructure in 1873, the hull was converted into a barge called

Mermaid which eventually fell to pieces on the north-eastern shore of Shady Isle.

For eight years the *Governor Ramsey* under various names had been the sole steamboat on Minnetonka when in 1868 Charles Gardiner brought the first propeller to the lake as a rival. The new boat, built at Detroit, Michigan, was thirty-five feet in length and was christened *Sue Gardiner*, the name being retained when the boat became the property of John W. Mann. Sold to E. A. Bromley, it was taken to Lake Pepin in 1874. In 1879 the twenty-eight foot propeller *Minnetrista* was put on the lake by the brothers Bent and Frank Carman. Transferred to Lake Calhoun at some period in its history,



Steamboat *Governor Ramsey* at Excelsior

the boat was returned to Minnetonka in July 1883, and a few years later was shipped to Jamestown, North Dakota.

The story of Minnetonka Mills, like that of the lost village of St. Albans, has no place in this account of Minnetonka steamboats save that the former settlement acted as a port during the period when Minnehaha Creek (originally Brown's River) was navigable between Lake Minnetonka, of which it was the outlet, and Minnetonka Mills. That navigation was rendered possible was due to the dam being placed at Minnetonka Mills instead of its present location at Gray's Bay and the boats to take advantage of the route were small propellers and side-wheelers of exceedingly light draught. The propeller *Fresco*, owned by C. H. Burwell, made its headquarters at Minnetonka Mills and for several years followed the winding stream to Lake Minnetonka, returning therefrom each day. It was rebuilt one winter at Minnetonka Mills into the *Why Not*, appearing at Lake Minnetonka in the spring and remaining there until dismantled after many seasons of service.

Establishing himself near Excelsior, Charles May became the most prosperous steamboatman of the period between 1874 and 1881, his steamboat interests beginning with the furnishing of capital for Capt. William Rockwell's propeller *May Queen* (its name a compliment to the May family) and

culminating with his ownership of a fleet. The *May Queen*, sixty-five feet in length, was built in 1873 from a design by Capt. N. H. Harrison. An attempt was made to navigate this boat between Lake Minnetonka and Minnetonka Mills, but a short distance below the outlet of the lake the *May Queen* ran aground and, because of the narrowness of the winding stream, was made to back its humiliated return journey to the lake. By far the handsomest and speediest boat of that time, its log was brought to a close on June 28, 1879, when the boiler exploded at Shady Isle. According to the press of the following day, ten persons were injured by the explosion which completely demolished the *May Queen*. Among them, W. F. Haynes, the engineer, died as a result. In 1884, the steamboat interests of Capt. May having been transferred in that year to Lake Okoboji, Iowa, the salvaged engine of the *May Queen* was installed in a new eighty-foot craft called the *Ben Lennox*, built for him at Lake Okoboji by Maurice J. Godfrey. The *Ben Lennox* changed hands many times and was renamed *Manhattan* in 1893. It was condemned a few years later and dismantled in 1900, the engine and parts of the superstructure being put in a new boat called the *Okoboji*. William Rockwell, captain of the original *May Queen*, died in 1893.

The sidewheeler *Rambler* (length 54 feet, beam 12 feet) was built in 1874 for Capt. May. Miss

Hattie May, now residing at Faribault, Minnesota, describes her father's boat as capable of running on a heavy dew; the light-draught, barge-like hull being found greatly advantageous in shipping grain and other commodities from Excelsior to Minnetonka Mills. The boat was used almost entirely for carrying freight, although in 1879 it established a regular ferry service between Excelsior and the newly opened Minnetonka Park Hotel, first of the large Minnetonka hotels and the name of which was shortly changed to Lake Park Hotel. Later it became known as the Tonka Bay Hotel when a conflict in the names of Minnesota post offices brought about the renaming of the Minnetonka station. The machinery of the *Rambler* had been taken from the *Minnetonka*, the engine being altered so that it might reverse. The *Rambler* lasted a decade and was dismantled.

The *Rambler* was the medium by which both George B. Hopkins and Herbert L. May became steamboatmen; the former as engineer, the latter as pilot. Hopkins, who is still on the lake, has served either as engineer or pilot on all of the important steamboats for forty-nine years. Herbert L. May, a nephew of Charles May, became the most skillful pilot on Lake Minnetonka. The large steamboats having been withdrawn, he left the lake in 1896 and is at present living near Oswego, New York.

Capt. May in 1876 had established a small hotel

near his mill on St. Albans Bay and the need for another steamboat became apparent. Accordingly he commissioned James Batcheller of Hudson, Wisconsin, to build a forty-five foot, flush-decked hull, it being shipped to Wayzata in the autumn of that year. The boiler of the *Rambler* was temporarily installed in this hull together with a new engine and the absence of a canopy over the hastily assembled machinery was typical of the embryonic steamboat called the *Kate*. It was used as a tug in the Upper Lake during the late autumn of 1876 and the following spring was rebuilt to accommodate passengers; the name being changed to *Katie May*. The boat has been described as a luxurious craft with closed cabin on the same level with the miniature pilot house. These details are mentioned since the boat's length of service on the lake apparently precluded photographs being taken. The original engine was retained, but a new boiler, replacing the boiler borrowed the previous year from the *Rambler*, proved the steamboat's Nemesis.

The explosion of the *Katie May* did not take place, as often stated, during the trial trip. According to Mrs. James Mitchell, now living at Fari-bault, Capt. George B. Hopkins, and the Minneapolis newspapers of that period, the *Katie May* had been in commission for at least a fortnight. On June 23, 1877, the steamboat was on its way from Excelsior to Wayzata and was running at low speed

while clearing Diamond Reef. Howard Trumbull, the pilot, gave the signal for full-speed ahead, but as the boat did not "pick-up" he imagined the engine was out of order. A moment later the boiler gave way and he was hurled into the lake. James Mitchell, captain of the *Katie May*, Charles Stoddard, the engineer, and Albert Seamans were killed by the explosion. Howard Trumbull was injured.

The wreck of the *Katie May* was raised and brought to Excelsior and in 1878 Maurice J. Godfrey rebuilt the boat for Charles May who gave it the somewhat facetious name *Saucy Kate*. Mr. Godfrey, now a resident of Baltimore, and who celebrated his ninety-first birthday on February 28, 1926, designed and built boats throughout the United States and in the tropics. He has stated in a letter that only the bow, stern and engine went into the new boat which was ten feet longer than its predecessor. The deck was no longer flush; one descended into the boat, rather than stepping aboard, and the cabin was closed only aft of the engine — this closed cabin being removed in later years. In 1880 the boat was sold to F. H. Shepard who in turn sold it to L. F. Sampson in 1881. Later in that year it was purchased by the Lake Minnetonka Navigation Company, then coming into existence, and eventually it became the property of Capt. J. R. Johnson of Excelsior. In 1898, the steamboat having run for twenty consecutive seasons, the engine

was placed in a new and slightly larger boat, the *Mayflower*, owned by Capt. Johnson, and the engine of the *Alert* transferred to the *Saucy Kate*; the *Alert*, a small boat built in 1888 for Henry Gibson and acquired by Capt. Johnson, being dismantled. A new engine was installed in the *Mayflower* in 1899 and the *Saucy Kate* burned at Solberg's Point in September of the same year. The charred hull was towed to deep water off Gale Island and sunk. The supply-boat *Jeanette*, built in 1881 for Augustus Thompson of Excelsior, resembled the *Saucy Kate* so closely that it was considered a twin. The *Jeanette* is said to have been taken to Albert Lea, Minnesota.

Reverting to the year in which the *Kate* was brought to Lake Minnetonka, 1876 also marked the introduction of the first tug, the *Seventy-Six* (originally belonging to James J. Hill and a man named Armstrong), and the building of the *Mary*, third of the steamboats to be wrecked by defective boilers. The propeller *Seventy-Six* (forty feet in length) was registered as late as 1884 under that name although the original boat had been burned at what is now Casco and had been rebuilt. Its first boiler, of the same manufacture as those belonging to the ill-fated *Katie May*, *May Queen* and *Mary*, showed a tendency to follow their example while the *Seventy-Six* was accompanying a barge across Holmes Bay. A thoroughly demoralized crew abandoned

the boat and returned only after the fires had died down to tow it into port for the installation of a boiler of a different type. Sometime during the eighties the name of the *Seventy-Six* was changed to *Hercules* and later to *Katie Lilliger*. Shortly before going out of commission for three years in St. Albans Bay it became known as the *Austin Middleton*. Capt. Johnson purchased the boat in 1896, renamed it *Dagmar* and ran it for two years. In the winter of 1897-98 the *Dagmar* was dismantled and the engine placed in the *Helena*. This *Helena*, owned by Capt W. E. Bickford, had been brought to Lake Minnetonka in the eighties from Lake Kampeska, Watertown, South Dakota, where it was known as the *Nellie May*. Originally it had run at Wabasha, Minnesota, where it was built by Maurice J. Godfrey. At Lake Minnetonka the name was changed from *Helena* to *Wayzata (2nd)* and at length to *Casino*. It was one of the last of the steamboats to run in opposition to the streetcar boats introduced in 1906.

The career of the *Mary* was fraught with ill luck which began with its launching in 1876 which was a failure. The owner, Capt. Frank Halstead, met his death in the same year and Major George B. Halstead took his brother's place in command. The second launching was successful and the seventy-eight foot propeller, the largest boat of its time, began competition with Capt. Rockwell's

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Steamboat *Mary*

May Queen. In 1879 the Harrow House was opened and in the same year the name was changed to Hotel St. Louis when Charles Gibson added Harrow's interest in the property to his own. The Minneapolis & St. Louis Railroad extended its branch to Lake Minnetonka the following year, passing near Hotel St. Louis at Carson's Bay (named after a brother of the famous Kit Carson) on its way to Solberg's Point. Later the Chicago, Milwaukee & St. Paul Railway ran a branch to the hotel itself which under various managements remained a Minnetonka landmark until torn down in February, 1907. Hotel St. Louis was an important landing for steamboats and in the early morning of July 1,

1880, the *Mary* was awaiting passengers at the hotel dock when the boiler of the boat exploded. According to the Minneapolis daily press of July 2, 1880, William Chadwick, the engineer; J. R. Plattenburg, a passenger; and C. A. Gaines, who was a waiter from the hotel, were killed outright and eight persons were injured.

The steamboat was rebuilt in 1881 at Gideon's Bay for Major Halstead by Sawin H. Dyer, the original design by Capt. N. H. Harrison being followed in certain respects. Wrecked amidships, the stern and clipper bow remained. The superstructure was, for the most part, new. The reconstructed craft was intended to be called *War Eagle* but was given the name *Hiawatha* instead. It was also called *Scandinavian* for a short period. Major Halstead retired in 1882 from the steamboat business. One autumn night nineteen years later his little "Hermitage" in the Upper Lake burned to the ground and the body of the Major was found in the ashes. A Princeton graduate and a gallant officer of Gen. Phil Kearney's staff during the Civil War, the owner of the *Mary* had become a pathetic figure in his last years.

Halstead's rebuilt boat, the boiler of which was too small to furnish the necessary speed demanded by growing competition, was leased by the owner of the *City of Saint Louis* and was subsequently purchased at a sheriff's sale by Charles May. The boat

in the meanwhile had been rechristened *Star*, the name remaining in 1886 when rebuilt by Minot Ball of Excelsior and an upper deck added. A few years later the *Star* was transported to Green Lake, Wisconsin.

The first sternwheeler on Lake Minnetonka, the *Hattie May*, was built by Maurice J. Godfrey for Charles May in 1878. The length of the boat was one hundred feet, its beam eighteen feet and its capacity three hundred and fifty passengers. It was purchased by the Lake Minnetonka Navigation Company in 1881 and operated by them until the autumn of 1892, when it was taken out of service. It remained in that port of missing boats, St. Albans Bay, until 1897 when it was again put in commission by Capt. Johnson who renamed it the *Tonka*. The boat burned at Solberg's Point in 1900.

A sidelight on Minnetonka in the early days is given by Capt. George Hopkins, who was engineer on the *Hattie May* in 1878, his account of the routing of that boat during its first season rather giving the impression that the summer residents of that period were island dwellers — especially in the Upper Lake — rather than the mainland dwellers of today. The only railroad at that time was the "Manitoba" touching at Wayzata and the *Hattie May* starting in the early morning from May's Landing in St. Albans Bay, stopped at the following landings to gather passengers; Excelsior, Gale Is-

land, Fairview, Summerville, Cottagewood, Hotel St. Louis, Gibson's on Robinson's Bay, Maplewood, Harrington's, Breezy Point, and Highlands, the Highlands Club being organized in that year. The same route was covered on the return trip from Wayzata and then from Excelsior the boat went to Lake Park, Morse Island and Huntington's Point in the Lower Lake and through the old winding Narrows to the Upper Lake where it first touched at Carmen's Point and then followed a zigzagging course to Howards Point, Shady Lake, Woodside, Firefly Island, Chapman's and the Hermitage. The *Hattie May* returned to Excelsior over the same route, the landing whistle blowing at intervals.

The *Minneapolis*, a flush-decked propeller of eighty feet, driven by a Mercury engine, was built for Capt. May in 1880, being launched in the middle of the season. One of the fastest boats on the lake, it became the property of the Lake Minnetonka Navigation Company in 1881. Nine years later, the position of the pilot house having been slightly altered in the meanwhile, the *Minneapolis* was dry-docked on the southern shore of St. Albans Bay and its boiler installed for one season in the *Saucy Kate*. This boiler, proving much too heavy for the latter boat, was discarded and another boiler set-up, but the shell of the *Minneapolis* remained in St. Albans Bay until dismantled in 1896.

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The first steamboat belonging to the Lake Minnetonka Navigation Company was brought to the lake either from White Bear Lake or the Mississippi River in 1880. This was the *Nautilus*, a partly cabined, flush-decked propeller, forty-five feet in length. The *Nautilus* was taken to Big Stone Lake, Minnesota, in the Autumn of 1881. It was brought to Minneapolis in 1886; rebuilt and sent to Lake Kampeska, Watertown, South Dakota. Although the *Nautilus* ran on Minnetonka for two seasons only, the company, of which it was the nucleus, remained to become an important adjunct to the railways and hotels.

Known as the L. M. N. Co., the new line built



Steamboat *Lotus*

the *Lotus* in 1881; in the spring of the same year purchasing the *Hattie May* and *Minneapolis* from Charles May and in July the *Saucy Kate* from L. F. Sampson. Eventually the *City of Saint Louis* and *Belle of Minnetonka* came under the L. M. N. Co.'s flag, the latter boat apparently belonging to a subsidiary organization known as the L. M. S. Co. during its first season on the lake. A lease of the *Alert* and control of the *Topsy* further strengthened the fleet, although, strictly speaking the *Topsy* merely acted as a flagship—it being the private launch of the commodore, Charles A. Zimmerman. The *Topsy* was an uncanopied steam tender brought from the Atlantic seaboard and its duplicate on Minnetonka (save for a covered deck) was the propeller *Juno*, built at New York.

On its trial trip, June 19, 1881, the propeller *Lotus* broke all Minnetonka speed records with two high-pressure engines revolving a single shaft. Constructed by Edward Parmelee at Priest's Bay, the ninety foot steamboat somewhat resembled the *Hattie May* in superstructure. This superstructure, however, unlike that of the *Hattie May*, was built over a hull having a keel. The *Lotus* after years of hard usage was dry-docked in 1897 over odd bits of timber once part of the *Minneapolis* and in the following year met the latter boat's fate.

In 1881, also, Charles May, having sold his steamboat interests to the L. M. N. Co., and decid-

ing to have a new boat of his own, commissioned Maurice J. Godfrey to build a seventy-five foot craft with a beam of fourteen feet and five inches, the flat-bottomed hull designating sternwheel engines. At the eleventh hour May purchased two Mercury propeller engines to operate parallel shafts. Thus the new boat, christened *W. D. Washburn*, became the first and only double-propeller on Lake Minnetonka.

The history of the *W. D. Washburn* is probably the most unusual of these mild chronicles. Of exceedingly low freeboard and necessarily flush-decked; with closed cabin aft of the engines and a steering wheel in the bow, and with a tall slender chimney crowned with what was known as a flare, the *W. D. Washburn* appeared on May 24, 1881. A wide guard on the hull saved the boat from destruction on its return from this trial trip but a reinforced Excelsior dock was wrecked in contact before the engines were brought under control and thrown into reverse. The chief benefit of the double-propeller arrangement subsequently proved to be a pivotal coming-about within a small compass; this accomplished by going forward with one engine while reversing with the other. The disadvantage was a lack of torque resulting from the proximity of the propellers to each other.

After being piloted by William Rockwell and by Herbert L. May, the *W. D. Washburn* became

the property of Owen M. S. Cone of St. Paul in June, 1881, and with a capacity of two hundred and fifty passengers it was given a regular route; this route going into effect on June 11, when the boat was renamed *Mercury*. A. B. Scoville of Wayzata piloted the steamboat for Capt. Cone during the remainder of the season and in the autumn of 1881 the *Mercury* was taken from the lake and hauled on skids to Chaska — a distance of over eight miles from Excelsior.

The overland journey of the *Mercury* has never been successfully emulated by other steamboats. The long portage was attempted with the propeller *Forest Queen* in 1895, but three miles out of Excelsior the cradles supporting the boat collapsed. While repairing the damage a dispute in ownership arose and the prodigal returned to Lake Minnetonka to be renamed *Queen*. Its first launching on Minnetonka had been in 1881.

According to Albert Young, an old resident of Chaska, great difficulty was experienced in launching the *Mercury* on the Minnesota River, a channel finally being dug a short distance for the purpose. Capt. Cone then brought his craft to St. Paul by way of the Minnesota and Mississippi rivers. He rebuilt the superstructure, adding an upper deck and pilot house, and, naming the boat *Henry W. Longfellow*, established regular service between St. Paul and Chaska in the spring of 1882. This serv-

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Wayzata Docks in 1881. Left to right: Steamboats *Hattie May*, *Minneapolis*, *Lotus* and *City of Saint Louis*

ice was discontinued the following year and the steamboat remained out of commission at the St. Paul levee for several seasons. In 1886 it was registered by the St. Paul Transportation Company and under command of Capt. Rus Ruley, who had been master of a boat on the St. Croix River, the *Henry W. Longfellow* ran between St. Paul and La Crosse. It was then sent to the Illinois River.

Maurice J. Godfrey, designer and builder of the original *W. D. Washburn* in 1881, has described in one of his letters his great surprise at suddenly seeing the boat on the Illinois River near Havana in 1893. It had been made into a sternwheeler, thereby carrying out the initial specifications, but

was recognizable by the hull even at a distance.

It may be noted that the Minnetonka steamboats prior to 1881 had not measured a greater length than one hundred feet. The sidewheeler *City of Saint Louis*, constructed at Wayzata in 1881, was one hundred and sixty feet long, with a beam of forty feet, while the sidewheeler *Belle of Minnetonka*, launched at Wayzata the following year, was three hundred feet in length, with a beam of sixty feet.

The increase in the size of the steamboats was naturally proportionate to the transient population which had shown an irregular increase since 1852. In that year Excelsior and Wayzata were platted and the Indian name, Minnetonka, confirmed by Governor Ramsey. Hitherto the lake had been known as "Big Water." The first recorded discovery of Lake Minnetonka was made by Joseph Brown and John Snelling in 1822. In later years there were indications, if not evidence, of French trappers having preceded Brown and Snelling at a much earlier date.

The hull of the *City of Saint Louis* was built at Jeffersonville, Indiana, and shipped to Wayzata where the building of the boat was completed by William Crump; all of the lumber of the superstructure being native with the exception of the cabin interior which was made of mahogany. It was the first inland vessel of the United States to be

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lighted by electricity and was generally considered the finest product of boat building in western waters. Its capacity was one thousand passengers. Loaded the boat drew sixteen inches. Owned by W. D. Washburn, it was commanded by Capt. W. G. Telfer, with Lou Macdonald at the wheel. Launched June 4, 1881, the *City of St. Louis* went into commission the following month, and an additional deck was added in 1882 when the boat became the property of the L. M. N. Co. In later years changes among the officers made John R. Johnson, captain; Herbert L. May, Pilot; and George B. Hopkins, chief engineer. The *City of Saint Louis* was thoroughly overhauled in 1895 and



Steamboat *City of St. Louis*

dismantled in the winter of 1898-99, the Hotel Lafayette having burned in the autumn of 1898, and the forward half of the hull was converted into the barge *Priscilla* at a somewhat later date.

The sidewheeler *Belle of Minnetonka* was assembled at Wayzata in 1882 and was a by-product of the enterprise which built the enormous Hotel Lafayette at Minnetonka Beach in the same year. *The Belle of Minnetonka*, with a capacity of twenty-five hundred passengers, had originally been built at Cincinnati in 1866 and was known on the Ohio and Mississippi rivers as the *Phil Sheridan*. It had been purchased by Commodore W. F. Davidson the year it was built and immediately taken to the Upper Mississippi to run between St. Louis and St. Paul; establishing a speed record for that route. The *Phil Sheridan* was broken during a launching following repairs at La Crosse and P. S. Davidson, brother of the commodore, dismantled the boat, shipping machinery and lumber — much of the latter in large sections — to Lake Minnetonka. The “texas,” for example, used for the first season on the *Belle of Minnetonka* and replaced in 1883 by an open pavilion, arrived almost intact from La Crosse, as did sections of the superstructure immediately forward of the paddle boxes.

The trial trip of the *Belle of Minnetonka* took place on July 3, 1882, and immediately an immense rivalry was created with the *City of Saint Louis*.

Both steamboats met the trains at Wayzata and raced furiously to Excelsior; thence to Minnetonka Beach and the Upper Lake, with the *Belle of Minnetonka*, piloted by Ed. West, of Mississippi River fame, usually in advance. The straight run between Wayzata and Excelsior was between five and six miles; the tour of both lakes approximately forty-four miles. The L. M. N. Co. was represented by the *Lotus* in these races in which chimneys were lavishly burned out while steamboats fought for supremacy.

The first set of chimneys of the *Belle of Minnetonka*, originally black, were painted red in August 1882, inspiring a local bard to iambic pentameter:

“And they’ve painted red the smokestacks
Of the Belle of Minnetonka.”

These chimneys were burned out by the end of 1883 and supplanted by new chimneys of the same hue. The *City of Saint Louis* burned out one set of smokestacks and the tops from a second. New chimneys with ornamental tops were stepped in the *Hattie May* in 1884 and longer stacks of new ornamentation in the *Lotus* at a later date. When steamboats ran at night it was not an unusual sight to see flames spurting from the chimneys.

Such competition could have but one result and the season of 1884 found the *Belle of Minnetonka* and *City of Saint Louis* combined with the L. M.

N. Co. (the latter boat was leased for two years and finally purchased) and under the company name operating on definite rates and schedules. The previous year the cabin on the boiler deck of the *Belle of Minnetonka* was reduced forty feet in order to give more deck space but thereafter alterations ceased. The boat ran at first regularly, then intermittently and finally only on rare occasions. The sound of its bell which had tolled daily at the landings became unfamiliar and finally ceased altogether, the boat being tied up at its dock during the entire summer of 1892. The bell was rescued eventually from the abandoned steamboat and placed in the belfry of the Excelsior schoolhouse from where it may be heard today. Originally this bell belonged to the *Phil Sheridan* and was the result of a subscription of silver, melted-down and cast with other metals.

A detail in the disintegration of the *Belle of Minnetonka* was the transference of its whistle to the *City of Saint Louis* which was still in commission. The whistles of the early Minnetonka steamboats, like those on the Mississippi, were a matter of great pride among the steamboatmen but lost their identity in later years. The most melodious of these whistles, that of the *Hattie May*, was in part combined with the single-note whistle of the *Lotus* used on the latter boat in 1895 and resulting in a discord. When the *Hattie May* was rescued from oblivion and renamed *Tonka*, the whistle used was the deep

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toned, liner-like tube belonging to the *City of Saint Louis* during one of its first seasons. The so-called "mocking-bird" whistle of the *Victor* was discarded when the boat was sold by Capt. Watson. Save for the dulcet landing signal of the *Eugene* few whistles were notable following the L. M. N. Co.'s withdrawal from activity, although the present tug boat *Priscilla* occasionally sounds the whistle which at one time belonged to the *Hebe*. Originally called the *J. I. C.*, the fifty-two foot propeller *Hebe* figured in Oliver Optic's story of Lake Minnetonka, "The Young Hermit." The boat has been gone many years and the book is out of print.

Following the *Belle of Minnetonka's* complete dismantling in 1898, the keel was towed to the



Steamboat *Belle of Minnetonka*

southern shore of St. Albans Bay, where parts of it are still to be found, and the boilers, engines and exhaust pipes were sent to the Yukon and installed in the sternwheeler, *Susie*. An erroneous impression existed at one time that the Mississippi sternwheeler *Minnetonka* was the rejuvenated *Belle of Minnetonka*. The *Minnetonka* of the Mississippi originated and came to its end on the river, no part of it having been brought from Lake Minnetonka. In the year that the *Belle of Minnetonka* was salvaged the Mississippi River boat *Minnetonka* was running between St. Louis and points south.

In 1884 the engine, boiler and eighty-five foot steel hull of the *Clyde* were shipped from Dubuque, Iowa, to Solberg's Point, Lake Minnetonka, where the steamboat was completed. It was owned by the "Motor Line" operating between Minneapolis and Excelsior which also ran the Lake Calhoun side-wheeler *Hattie*, a boat built three years previously and destined to be burned on October 1, 1888. The *Clyde* (known for a season or two as the *Ulysses*) proved to be a speedy but unprofitable craft as its draught was greater than the irregular depth of the lake permitted. The trial trip took place on July 29, 1884, and one of the first developments was a decided list to starboard as the boat gained speed. Changes in the superstructure failed to remedy the defect while the boat was on Minnetonka and it is generally supposed that the list was

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caused by torque. A group of men headed by Howard Trumbull purchased the *Clyde* in the spring of 1888 and in 1899 it was sent to Yellowstone Lake where it was rebuilt and renamed the *Zillah*. A point in the individualism of inland waterways is brought forward in the case of the *Clyde* which was a failure on Lake Minnetonka. In the same year that the *Clyde* was built the Dubuque Iron Works turned out its exact duplicate, a boat called the *Queen*, for Lake Okoboji where it was in commission for thirty-five seasons.

In exactly what year the ill-fated *Minnie Cook* was put on Lake Minnetonka is uncertain but in 1885 it was given that name by E. L. Newell, the owner. Previously it had been known both as the *Flying Dutchman* and the *Jersey Lily*. The boat was a thirty-five foot propeller of high freeboard and insufficient ballast and it was used for the most part in delivering supplies. On the afternoon of July 12, 1885, the *Minnie Cook* sank with all on board in a gale off Maplewood, the persons drowned being as follows: Mr. A. C. Rand, Mrs. A. C. Rand, Mr. John R. Coykendall, Mrs. John R. Coykendall, Miss Mary Rand, Mr. Harvey Rand, Master Frank Rand, Kittie Coykendall, Robert Hussey (children) and George McDonald who was the engineer and pilot.

Grappling-irons brought the bodies to the surface and the raised boat was put into almost im-

mediate service. On July 28, 1885 — sixteen days after the disaster — the *Minnie Cook*, with Thomas Critchfield at the engine and two boys as passengers, almost foundered again in a storm while running between Cottagewood and Gibson's Point. The boat was beached stern-foremost and later taken to Excelsior where, dismantled of machinery, it was converted into a barge. Even as a freight barge, however, the *Minnie Cook* is credited with having shifted its cargo at various times. Eventually set adrift, the small horror floated to the western shore of Gideon's Bay, where part of the gunwale is still to be found embedded in the sand.

Opposition to the *Rosander* running over the Wayzata route appears to have been the motive in bringing the propeller *Detective* to Lake Minnetonka in 1886 for Warren Stetson, the owner. Resembling the *Nautilus* somewhat in appearance, the *Detective* was driven by a rotary engine and is supposed to have made exactly one trip before being withdrawn from service. High and dry on the northern shore of Cedar Point, the boat remained a mysterious landmark until 1905, it being dismantled in that year. The *Rosander*, on the other hand, a propeller built in 1881, continued to run for sixteen years after its trial trip. Renamed the *Acte* in 1893 when it was purchased by Capt. Charles I. Cheely, it was among the boats to follow the Pennsylvania-Cornell Race on July 8th of that year, the

race being won by Cornell. The *Acte* burned at Excelsior in the summer of 1897 and in the following spring the machinery was installed in the *New Acte*, built for Capt. Cheely by George Godfrey, son of the veteran boatbuilder Maurice J. Godfrey. The new boat, sixty feet in length, burned in August 1907, and the engine was placed in Capt. John R. Johnson's tug *Priscilla* which had been built the preceding year and the engine of which had proved unsatisfactory. The *Priscilla* is still running with the engine which belonged originally to the *Rosander*. It was the first compound-condensing engine on Lake Minnetonka although for its present use the condenser has been removed. Compound-condensing engines were gradually introduced in the late nineties, although the *Glyde*, (Steeple-compound), *Roger Lee*, *Florence M. Deering* and *Kenosha* were forerunners. The engines prior to that time were high-pressure.

During the prosperous eighties, hotels, large as they were, could not accommodate visitors to Lake Minnetonka and steamboats were accordingly much in demand. The new narrows were completed in 1884 facilitating navigation between the upper and lower lakes and the winding, weed-clogged old Narrows were abandoned. A cable-ferry crossed the new Narrows (the cable submerged during the passage of steamboats) and it was not until 1911 that the steel and concrete bridge, too low for any of the

large steamboats to have cleared, superseded the ferry. With the opening of the new Narrows a host of small propellers appeared upon the lake. There was the *Elmira*, the *Caroline*, the *Fannie L. Peck*, which was built in 1884 and burned at Morse Island, the *Zulu*, the *St. Albans*, the *Chicago*, the *Hawkeye* (afterward *Reindeer* and *Archie*), the *Woodland*, sometimes called the *Bowman*, the *Elgin*, the *Pickerel*, afterward purchased by W. E. Haskell and rechristened *Tribune*, the *Dot*, owned by W. G. Crocker, and the *Maplewood*, built by Maurice J. Godfrey and eventually taken to Waconia. During the year preceding the opening of the new Narrows the *Roger Lee*, a thirty-five foot propeller, was launched and shortly afterward became the property of F. C. Pillsbury who renamed it the *Frolic*. It was owned by Capt. Matt Wheeler in 1893 and during the high water of that year made the last trip of any steamboat to Minnetonka Mills. The *Frolic* went out of commission in St. Albans Bay in 1895; reappeared on the lake in 1897; was damaged by fire at Spring Park in 1898; discarded its Westinghouse engine for the old high-pressure engine of the *Juno* in 1901 (the latter boat being re-equipped) and was finally sent to Big Stone Lake in 1905.

The forty foot propeller *Minnesota*, which had been taken to Clear Lake, Minnesota and called the *Waseka*, was brought back to Lake Minnetonka

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Excelsior Docks in 1886. Left to right: Steamboats
Belle of Minnetonka, *Hattie May* and *Clyde*

during this period and renamed *Me Too*. It then became known as the *Twin City*. Its sister craft, the *Signal*, boasted a toy pilot house. Both boats were driven by an underslung type of engine called the Bordentown, the same type of engine being installed in the propellers *Reindeer* and *Nina*. The *Signal* was brought to Minnetonka from Wabasha, Minnesota, and returned to Mississippi service at Lake City.

The season of 1885 brought another fleet of propellers to Minnetonka, the group including the *Cascade*, originally owned by J. R. Purchase and taken off the lake in 1892, the *Leon* which was owned by C. H. Prior, the *Phoenix*, renamed

Lotos, and the *Olga*, renamed *Ralph*, owned by O. O. Searle; all of these boats being built on the same lines. There was also the clipper-prowed *Katharine* from the Mississippi River which underwent various changes in name, it being known as the *Mary D.*, *Leona* and (apparently) *Ariel*. Maurice J. Godfrey built three boats in 1885; the *Minnehaha*, a forty-eight foot propeller which was taken to another lake; the *Vergie*, renamed *West Point*, and the *Nina*, originally owned by Eugene Wilson and used by the Breezy Point Club which had been organized about 1879. The *Nina* became the *Winfield*, *Detroit* and *Fannie L.* Because of alterations, lengthenings, a substitution for the Bordentown engine and other changes, there was very little remaining of the original craft in the sixty-five foot boat it eventually became.

Propellers of 1886 included the *Montcalm*, the *Ermina*, owned by P. G. Lamoreaux, and the *Patrol*, owned by Philip Herzog. The year 1886 also marked the appearance of the sternwheeler *Charles Edward* built for Charles Gibson by James Foley at Hotel St. Louis. Seventy-five feet in length, with a beam of twelve feet, the *Charles Edward* was a decided Mississippi River type built on pleasing lines but an utter failure in construction. It covered for one season a route between Hotel St. Louis, Cottagewood and the first railway station on Carson's Bay which was west of the present Minne-

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apolis & St. Louis Railway station called Deephaven.

Mrs. John R. Johnson of Excelsior, now deceased, remembered having seen the *Charles Edward* as far out of its run as Wayzata on one occasion. Mrs. Johnson was aboard the *City of Saint Louis*, which was docked at Wayzata, when the *Charles Edward* was heard in the distance blowing and puffing as it came down the lake. As the boat approached the dock, sounds from the engine room were added to those of escaping steam. Cylinders groaned and unholed, overheated parts added indescribable and unearthly sounds to the general din.

During its one season in commission the *Charles Edward* was nicknamed "Bull of the Woods" by the steamboatmen, and at the end of that season the boat was run aground in St. Louis Bay where gradually falling to pieces, it became a picturesque background to the harbor's changing scene.

Two strange steamboats were added to the fleet of this period; the small sternwheel catamaran belonging to E. A. Bromley and the primitive sidewheeler *Rush*. The former actually toppled its boiler overboard, but the *Rush*, which might have been taken at a distance for the original *Clermont*, survived until 1895 when it was abandoned in Robinson's Bay. Today a footpath along the northeastern shore of this bay across the half buried wreck.

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The Halcyon days of Lake Minnetonka were drawing to a close by 1890. The hotels were running at a loss and the number of visitors from other parts of America decreasing annually. Railways were partly responsible for the situation, other northern lakes having been made accessible, but the hidden cause was an increasing financial depression throughout the United States which finally culminated in the panic of 1893. In that year, except for the use of the *Lotus* in following the Cornell-Pennsylvania boat race, the L.M.N.Co. had but two steamboats in commission; the *Saucy Kate* and the *Alert*. The steamboats of tall chimneys and scroll-work superstructure were gradually disappearing, as well. It may be interesting to note, however, that in spite of economic conditions the building of steamboats continued. Freeman P. Lane's *Papoose* was launched in 1893 and burned that autumn in Smithtown Bay, and in the same year Mr. Lane brought the White Bear Lake propeller *Wildwood* (sixty-five feet in length and flush-decked) to Lake Minnetonka where he named it *Mabel Lane*. His partner, G. A. Mason, became sole owner and the original name, *Wildwood*, was restored several years before the boat burned at the Cottagewood dock in Carson's Bay.

Unlike the majority of Minnetonka craft, which made either Excelsior or Wayzata their ports, the steamers of Freeman P. Lane "hailed" from Smith-

town Bay which is the only part of Lake Minnetonka extending beyond Hennepin County, the larger division of the bay being in the county of Carver. Although the entire Lake Minnetonka Navigation Company's fleet wintered one year at Enchanted Island, the base of supplies remained at the two principal towns in the Lower Lake. The *Florence M. Deering*, a forty foot propeller owned by Charles W. Deering, covering a route including Crystal Bay and the West Arm, made its port at a landing in the latter bay, but the *Milliquata*, a gasoline sternwheeler owned by Capt. T. H. Champion, which ran as far north as Maxwell and Stubbs bays, returned each evening to Wayzata. Occasionally a "rush season" schedule arranged that one of the large steamboats tie-up over night at Mound City in the Upper Lake in order to convey passengers to early morning trains; the arrangement, a most unpopular one amongst the steamboatmen, having no degree of permanency.

The steamboat interests of Capt. T. H. Champion began in 1891 when he arrived at Wayzata and purchased a small propeller, the *Florence I. Wright*, from the Moore Boat Works of that town. He then became owner of the *Wayzata* and the *Nyroca*, each propellers of twenty-eight feet, and the propeller *Margaretta* which was thirty feet in length. The *Nyroca* was sent to Pine Lake, the

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Florence I. Wright and *Wayzata* taken to other waters and the name of the *Margaretta* changed first to *Golden Grain Belt* and then to *Eugene*, the boat ultimately going to Lake Chisago. Capt. Champion also owned the twenty-seven foot propeller *Ypsilanti* but he was more closely associated with steamboating as captain and owner of the *Victor*, a sixty foot propeller in which he took much pride. The *Victor*, originally named *Kenosha*, was built in 1893 by Roy Moore of Wayzata. The original owner had planned to send the *Kenosha* to Lake of the Woods, but, this project being abandoned, Walter Milnor assumed control of the boat on Lake Minnetonka. In 1894 Capt. Champion purchased the *Kenosha*, changed its name and replaced the horizontal boiler by one of upright construction. In later years he moved the machinery forward, thus increasing the cabin space, and upon his retiring the boat was sold to William Watson. The *Victor* was purchased by Capt. George B. Hopkins in 1906 and is still in service with this veteran steamboatman at the wheel. The summer of 1927 will be the steamboat's thirty-fourth season; its captain's fiftieth. Both will be records of service by margins of many years.

T. H. Champion, who died in November 1925, ended his steamboat days a decade prior to his death as captain of the *Muskegon* during its brief period at Lake Minnetonka as a public steamer. Since

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steam engines replaced those of the *Muskegon* which were driven by gasoline, mention of that boat should be made although in a record of steamboats it necessarily follows that only a casual reference should be made to power-boats which, after all, are an altogether distinct type. These boats came into being, developed, ceased to draw interest, and finally were rejuvenated in the modern "speed-boats." While beyond doubt boats propelled by explosives will entirely supplant steamboats on Lake Minnetonka, their rivalry in the past has been limited and it is to the automobile that inland navigation owes its decline.

According to a statement issued at the 1925 Motor Boat Show in New York City, the first



Steamer *Saucy Kate* in 1889

motor boat was a naptha launch built in 1885. Apparently the first naptha launch on Lake Minnetonka was the *Tahoe* owned by Charles Gibson. It was built about 1887 and took the same name as the island upon which the Minnetonka Ice Yacht Club was built in 1900 and burned January 14, 1904.

The term "steam yacht" would apply more closely to the *Muskegon* than any other description, it having been used as a private boat, and Capt. Champion's command was of short duration, he readily discovering that this type of boat was unsuitable for public purposes. The *Muskegon* was shortly afterward sent to Big Stone Lake where a small gasoline engine supplanted the steam engines of Minnetonka which in turn had taken the place of the original and equally heavy engines driven by gasoline. Thus lightened at Big Stone Lake, the *Muskegon* floundered with nine persons aboard, seven of whom were drowned.

The period which introduced the perennial *Victor* brought with it as well the transient propeller *Paul Sherwin*, the propeller *Winnogene*, belonging to Horace Gates who later owned a gasoline boat of the same name, and the propeller *Florence M. Deering* which later come into possession of Frank Mann was known as the *Ewauna*. It was purchased by Joseph De Guise, now pilot of the *Hopkins*, and renamed *Little Jo* and in 1919 was taken from the lake. The twenty-six foot propeller *Three*

Friends was launched in 1897 and in the same year A. M. Walker built the *Comet* in Minneapolis and brought it to Lake Minnetonka. This propeller became notable by cruising to Stubbs Bay, which is in the farthest Northern extension of Minnetonka and a region which was seldom visited by steamboats. Mr. Walker also built and owned the propeller *Geneva*, later called the *Ethel B*.

In 1898, the affairs of the L. M. N. Co. having drawn to a close, Capt. John R. Johnson brought together the beginning of his own fleet. Even in what, necessarily, must be a mere outline of Minnetonka steamboating, Capt. Johnson is an outstanding figure. Born in Norway in 1868 he had spent his youth at sea when in 1880 he journeyed inland to visit his sister in Minneapolis. His visit terminating he was awaiting his train east at the Minneapolis & St. Louis Railroad Station when William D. Washburn, also awaiting a train, engaged him in conversation. Washburn was planning to build the *City of Saint Louis* the next year and the outcome of the conversation was that Johnson became dissuaded from returning to the sea and engaged for an important position on the construction of the new boat. He became mate on this same boat and eventually its captain and in 1882 received a medal for bravery by rescuing four drowning persons during a storm. Various feats of strength have been attributed to him, most of them true, and his

physical prowess combined with a natural cleverness in adapting himself to changing conditions brought about his appointment to the position of superintendent of the consolidated lines. He owned and leased to the L. M. N. Co. the propeller *Alert*, dismantling this boat in 1898, and in 1897 he had acquired the *Hattie May*, changing its name to *Tonka*.

The tug *Austin Middleton*, renamed *Dagmar*, and the *Saucy Kate* became his property at about this time and all of these boats passing on he built substitutes and additions to his line which he called the L.M.T.Co., the line name used by W. D. Washburn in earlier days.

Longfellow's New England appears to have been an almost abiding influence in the names chosen by Capt. Johnson for the fleet which he began to assemble in 1898, even a dredge boat of a much later era being christened *Miles Standish*. The *Mayflower*, a seventy foot propeller, was built for him in that year by George Godfrey and in 1901 Andrew Peterson designed the *Puritan*, a double-decked propeller, eighty-five feet in length, which was accompanied during a season or two by the barge *Priscilla*. The steam vessel *Josie Davidson* having burned at Duluth, Capt. Johnson secured its Steeple-compound engine which he installed in the seventy-five foot propeller *Plymouth* being built for him by Peterson in 1903 and the following year

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the *John Alden* was added to the fleet as a passenger boat but diverted to another trade after narrowly escaping a tragedy. Flush decked and approximately forty feet in length, the propeller *John Alden* gave evidence of being top-heavy while carrying a crowded excursion on July 4, 1904. The boat was rebuilt into a tug in the same month and served in that capacity until about 1918 when it was dismantled and the hull sunk in St. Albans Bay. In 1906 Capt. Johnson had leased the small steamer *West Point*, renamed *Pilgrim*, and was planning a hundred foot double-decked propeller with a cruiser stern beneath outriggers. A model of this steamboat, to be called the *Robert E. Lee*, had actually been made by the designer G. V. Johnson and the work of construction was about to begin when the Minneapolis & St. Paul Street Railway extended its service to Lake Minnetonka and purchased all of Capt. Johnson's passenger boats with the exception of the leased steamer *Pilgrim* which Clyde Jordon dismantled the following year. Plans for the *Robert E. Lee* were consequently abandoned.

Dredging having been the co-occupation of his steamboat days, Capt. Johnson's active interest of the past twenty years has centered in dredge boats, of which there have been an amazing number of replacements, and in all matters pertaining to the dredging of Lake Minnetonka. Tugs have always been a necessary complement to dredge boats: The

original Minnetonka tug, built in 1876 and finally known as the *Dagmar*, was replaced after an interval by the tug *John Alden* and this boat in turn is survived by the forty-eight foot tug *Priscilla*, built by Capt. Johnson in 1906 and running for several seasons in conjunction with the *John Alden*. For the sake of chronology it may be noted that the name of the tug built in 1906 was transferred from the barge *Priscilla*, the barge by that time being practically out of commission.

In reverting to the *Hattie May* photographic records show various stages of minor alterations in its superstructure dating from the boat's launching in 1878 until it burned together with the passenger barge *Me Too* in 1900. An extension of the deck forward of the pilot house had proved an unsatisfactory experiment of the L. M. N. Co. which was removed after a few seasons and with Capt. Johnson's coming into ownership and the changing of the boat's name to *Tonka* in 1897 the closed cabin on the main deck was opened to the elements. Whether it may have been an attempted improvement on the *Hattie May* or merely marine design gone wrong which brought about the construction of the stern-wheeler *George* in the year following the burning of the former boat is a question which still puzzles those residents of Minnetonka who remember either craft. A gala event for Excelsior, the launching of the *George* on May 25, 1901, created an enthu-

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Steamboat *Tonka*, formerly *Hattie May*, in 1897

siasm which continued throughout the spring as the machinery brought from the Mississippi River was installed in the one hundred and twenty-five foot hull. Enthusiasm vanished, however, with the completion of the boat, the *George* proving both unsightly and cumbersome. In later years it was rebuilt, the name being changed to *Excelsior*, and in 1906 it became part of the fleet belonging to the Minneapolis & St. Paul Street Railway. The *Excelsior* was burned one summer evening in 1910, the event, heralded in advance, bringing great crowds from Minneapolis to witness a repetition of the burning of the *Hattie* which had taken place twenty-two years before at Lake Calhoun.

The annual arrival in the spring of Tom Powell, (colored) fireman of the larger steamboats ceased a few years after the *Excelsior* was built; it being the last steamboat on which he was employed at Minnetonka. An ex-slave, he had spent most of his life on Mississippi and Ohio River steamboats, following the *Phil Sheridan* to Lake Minnetonka in 1882. Every autumn Tom worked his way to the Lower Mississippi where until the following spring he would become fireman on steamboats running out of New Orleans. His mind was a repository of tales and experiences pertaining to steamboats, the names of which he seldom forgot. He disliked propeller boats, which he called "stem-winders," but was a particularly picturesque figure while fireman on the *City of Saint Louis*, being then at the height of his story-telling powers. With the reflection of the furnace lighting his countenance he would relate anecdotes of steamboat races during which (so he claimed) his unenviable seat had been over the safety-valve. A charming and popular person, he disappeared as usual one autumn, but never returned.

The extension of the Minneapolis & St. Paul Street Railway to Excelsior and Deephaven, in 1906 revolutionized Lake Minnetonka steam navigation. Opening an amusement park at Morse Island, or Big Island, as it was popularly known, three uniform sidewheel ferry boats were constructed to run between the island and Excelsior and six "Ex-

press Boats" to radiate from the Excelsior docks to all points on the upper and lower lake; the boats purchased from Capt. Johnson and the sternwheeler *Excelsior* being included in the unified system. The "Express Boats" were identical in appearance and were designed by Roy Moore to be ten feet longer than actually built. Constructed in Minneapolis, the *White Bear*, *Stillwater*, *Hopkins*, *Harriet*, *Minnehaha* (2nd) and *Como* measured seventy feet in length with beam of fourteen feet, ten inches. This unit of the Minneapolis & St. Paul Street Railway was given the name of the Minnetonka & White Bear Navigation Co., although no boats were operated on the latter lake.

A reduction of fares drove steamboat competition, with the exception of the *Victor* from Lake Minnetonka and for several years there was a great dismantling and shipping-away of old craft. During their first season the three ferry boats proved unsatisfactory because of their low freeboard and during the following winter were rebuilt. Within a few years Big Island Park and the Street Railway's Tonka Bay Hotel (the latter surviving the lower lake hotels, of which it was the first to be built) were demolished. Hoping to emulate the financially successful burning of the *Excelsior* in 1910, the one hundred and thirty-nine foot ferry boat *Minneapolis* (2nd) was burned on the evening of August 8, 1912 but a depressing rain kept the ex-

pected crowd indoors. The two other ferry boats, *Minnetonka* (2nd) and *Saint Paul* were demolished the same year their sister boat was burned. In 1914 the *Puritan*, *Plymouth* and *Mayflower* were also destroyed; the engine of the *Mayflower* being installed three years later in a fifty foot tug, the *Hercules* (2nd) belonging to the Street Railway and built at Excelsior. A flat-bottomed propeller, unsuccessful from the start, the *Hercules* (2nd) was dismantled in the spring of 1926. In 1915 an additional "Express Boat," the *Excelsior* (2nd) was built at Excelsior, it being seventy-three feet in length and differing somewhat in model from its forerunners built in Minneapolis in 1906. Three of the "Express Boats,"—the *Como*, *White Bear*, and *Minnehaha* (2nd), were dismantled in the Spring of 1926 and their hulls, together with the hull of the *Hercules* (2nd), sunk in deep water north of Morse Island. This has left the *Harriet*, *Hopkins*, *Stillwater* and *Excelsior* (2nd) in commission, the fourth boat, its upper deck removed, being used as a tug. These steamboats together with Capt. Johnson's tug *Priscilla* and the *Victor* belonging to Capt. Hopkins are survivals at the present writing. The *Harriet* appears to have been the last craft piloted by Capt. R. T. Mann before his retirement in 1922. Capt. Mann, whose father and brothers were steamboat men on *Minnetonka*, served his apprenticeship on the *Sue Gardiner* and

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piloted the *Clyde*, *Lotus*, *Hattie May* and *Saucy Kate*, but across the expanse of lake in front of his home he seldom sees a steamboat as a reminder of those days.

Ninety steamboats have blown their whistles at various times as they approached the Excelsior docks where today the fleet numbers six. The collective embodiment of all the departed boats, however, has become glorified elsewhere in the immense steamship which clears Sandy Hook and faces its long journey across the sea. Second Atlantic Transport to be christened *Minnetonka*, a twenty-two thousand ton liner blazons the name once carried by a crude little sidewheeler on a Minnesota lake.



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ERRATA

Page 9: The *Minnetrista* was launched in 1869, not 1879.

Page 20: Hotel St. Louis and Lake Park should be omitted from the landings listed. These hotels were not built until 1879.

Page 33: The *Clyde* was sent to Yellowstone Lake in 1889, not 1899.

